GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:61
ANSWERED ON:18.07.2002
RAIL ACCIDENTS
BHUPENDRASINH PRABHATSINH SOLANKI;SATYAVRAT CHATURVEDI

Will the Minister of RAILWAYS be pleased to state:

(a) the number of rail accidents occurred during the last three years and the loss of lives and property suffered in each accident till 30th June, 2002;

(b) the amount of compensation provided to the next of the kin of those died as well as to the injured persons alongwith the basis of providing the compensation;

(c) the number of such cases pending with the Government till date; and

(d) the causes leading to rail accidents and the details of measures taken to prevent such accidents in future?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (d): A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO.61 BY SHRI SATYAVRAT CHATURVEDI AND SHRI BHUPENDRASINH SOLANKI TO BE ANSWERED IN LOK SABHA ON 18-07-2002 REGARDING RAIL ACCIDENTS

(a): The number of consequential train accidents, persons killed and loss to property during the last three years is as under :-

	1999-2000	2000-2001	2001-2002+	2002 (Upto June, 2002)+
Number of accidents	463	473	415	103
Number of persons killed	616	216	311	111
Loss to Railway property	Rs.81.94 Crore	Rs.54.98 Crore	Rs.48.54 Crore	Rs.5.08 Crore

+ Figures are provisional.

(b): Rs.25.87 Crores were paid as compensation during 1999-2000 to 2001-2002, to next of the kin of those killed and injured passengers in train accidents.

Under the Railway Accidents and Untoward Incidents (Compensation) Amendment Rules, 1997, norms have been fixed for paying uniform scale of compensation to dependants of deceased passengers and those injured in accidents as under :-

(i) Rs.4 lakhs for death and permanent disability.

(ii) Rs.32,000/- to Rs.3,60,000/- depending upon the gravity of injury.

(c): There are 536 accident cases pending for claim compensation with Railway Claims Tribunal as on 30th June, 2002.

(d): Train accidents are caused by failure of railway staff, equipment failures, lapses on the part of road vehicle user at level crossings, Sabotage, combination of factors and other incidental reasons.

Important steps taken to prevent accidents are as under :-

(i) A non − lapsable Special Railway Safety Fund of Rs. 17,000/- crore. has been set up for renewal of over aged assets and for safety enhancement works.

(ii) Fouling Mark to Fouling Mark (FM to FM) trackcircuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routeshaving speed above 75 kmph. has been done and remaining portion of the work is under progress.

(iii) A pilot project of European Train Control System (ETCS) on triabasis for Mathura-Palwal section of Central Railwayhas been sanctioned.

(iv) Extended field trials of Anti Collision Device (ACD) arebeing conducted for Northern Railway. After successful completion of extended field trials, a decision would be taken for its wider application.

(v) Last vehicle check by Axle Counter have been introduced over 175 block sections and more sections are being progressively added.

(vi) State of the art technology of Digital Mobile Train Radio Communicationhas been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(vii) Walkie − talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

(viii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps having better visibility.

(ix) Tie Tamping and ballast cleaning machines and Track Renewal Trains are being used to get superior track geometry.

(x) To monitor track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(xi) For detection of hidden flaws in rails/welds, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(xii) At the Rail Rolling Mill, Bhilai, online Ultrasonic Flaw Detection (USFD) and eddy current testing is being done to weed outails with defects. Vacuum degassing is being done to reduce hydrogen content and thus improve quality of rails. Indian Railways and Bhilai Steel Plant of SteelAuthority of India Limited are also planning together to produce longer rails i.e. 26 metre and 65 or 78 metre, instead of conventional 13 metre length to reduce number of welds in the track.

(xiii) The specification of Rail steel have been upgraded and are inconformity with the International Union of Railways(UIC) specifications.

(xiv) Funds being received from the diesel cess are being used for safety related works pertaining to level crossings, Road Over Bridges/Road Under Bridges.

(xv) Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles so asto prevent cases of cold breakage of axles.

(xvi) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings.

(xvii) Audio-visual publicity campaigns are undertaken to educate road users on the precautions to be taken at level crossings.

(xviii) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.

(xix) Steps are being taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xx) Periodical Safety Audit of different divisions by inter- disciplinary teams from Zonal Headquarters is being conducted.

(xxi) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of Simulators for training of drivers.

(xxii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses.

(xxiii) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.

(xxiv) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.

(xxv) Majority of four wheeler wagons (CRT wagons) with vacuum brake system have been phased out.

(xxvi) All new coaches are being fitted with Bogie Mounted Brake System.In addition, some of the existing coaches having adequate residual life are also being retrofitted with this system.

(xxvii) To improve crash worthiness of coaches, as an immediate measure, coach interiors are being re-designed with improved fittings and features, which would not cause injury. Simultaneously, the coach body will be re-designed to absorb more impact so as to keep passenger carrying areas intact.

(xxviii) New wagons being inducted into the system are equipped with more reliable Casnub Bogies. Bogie Mounted BrakeSystem has also been developed and is under trial. The use of Composition Brake Blocks on wagons is being progressively increased.

(xxix) All the Production Units, majority of repair workshops and largenumber of Sheds/Depots have achieved ISO9002 certification for their Quality Maintenance System.